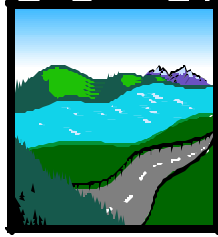


# Auke Bay



## Corridor Study

Auke Bay Corridor Reconnaissance Study  
Citizen Advisory Committee Meeting  
Wednesday, November 13, 2002  
7:00 to 9:00 p.m.  
UAS, Hendrickson Annex, Room 104

### NOTES

(CAC Member comments and questions shown underlined and italicized)

Start time: 7:05pm

#### CAC Members Present:

Dick Deems  
Rick Wolfenberger  
Tom Satre  
Don Reid  
Ed Engquist (for Paul Kraft)  
Mark Graves  
Ron Klaudt  
Gary Jenkins

Ron Flint  
Juanita McCallon (for Pepper McCallon)  
Bill Cole  
Jeff Pilcher  
Nancy Lehnhart  
Keith Kelton  
Dick Rountree  
Eric Twelker

#### Project Staff Present:

##### DOT&PF Southeast Region

Chris Morrow, P.E., Preliminary Design Group Chief  
Pat Carroll, P.E., Reconnaissance Engineer

##### USKH, Inc.

Lance Mearig, P.E., Project Manager  
Julianne Hanson, P.E., Meeting Facilitator  
Kathy Peterson, Note Taker  
Dustin Johnson, Staff Engineer

##### Kinney Engineering

Randy Kinney, P.E., Traffic Engineer

## **Introduction and Welcome – Julianne Hanson**

What would you like this project to accomplish? What are your concerns?

- Getting in and out of Caroline is a problem at times, especially when vehicles are parked on the highway shoulder.
- Fritz Cove Road and Glacier Highway intersection is bad, especially for left turns onto Glacier Highway.
- Why is DOT considering building new roads when not maintaining existing roads?
- Line of sight is bad at Fritz Cove Road and at DeHart's
- Concern for pedestrians, especially children also that improvement be aesthetically pleasing.
- Delivery trucks come to Auke Bay, egress/ingress at Marina is a problem.
- Accessibility to student building along the corridor is a concern.
- General concerns after 25 years living in Auke Bay.
- Left-turn lane into NOAA, Lab- pedestrians on shoulder when there is not a trail
- No action for 5-6 years concerns me.
- Kids at Auke Bay School need to be considered, traffic has really grown over the last three years.

## **Purpose of the CAC – Chris Morrow**

Why we're doing this - want to do better than in the past, need public input. There will be public meetings, newsletters, check the website! Go to [www.dot.state.ak.us](http://www.dot.state.ak.us) → Project Information Index → Auke Bay Corridor (ABCor) Study.

What is the CAC? Representatives of the users of the corridor. Role is as an informed advisory so you can help make key decisions, let others know what's going on.

What you're not: we won't be voting, not a democracy.

There will be 5 meetings total and we will get the info to members at least a week in advance.

We want the public's input.

## **Project Past, Present, Future – Chris Morrow**

History: Glacier Hwy built in 1920 gravel roadway, then extended to Tee Harbor and beyond. Paved in 1950, Ferry terminal built in the early 60's plus several reconstructions

Auke Nu Drive reconstruction – was once a log corduroy road

Paved to Tee Harbor in 1959

This project has been sidetracked in the past. Public Meeting 5 to 6 years ago, then 2 to 3 years ago to begin Reconnaissance Study.

1980 to 1982 another study looked at realignment through UAS campus. UAS chancellor was favorable to the realignment at that time but nothing happened.

Back in 1982-83 CBJ & DOT had plans to build marina facilities from Auke Bay to the Ferry Terminal. Are there still plans? Is this project the first step toward fulfillment of the earlier plans?

Future STIP – plan document – construction 2009 is what we're shooting for. If we work through environmental process, get the project ready and work for 11 million dollar estimate according to STIP (statewide transportation improvement plan or process)  
Pointed out the project area and what would be included:

- Public involvement plan

- Gathering information & prep data.

- Goals and Objectives – we're in that stage now

- Purpose and need phase will be next

- Alternative Ideas stage to come up with a preferred solution

- Study will be complete in one year

What can the money used for?

Federal highway administration funding is for capital improvements. Can be used for design, property acquisition, construction process, and administrative.

### **Draft Goals and Objectives – Lance**

This is a work in progress – started planning in September.

Took this graph to Steering Committee meeting yesterday and they added some comments.

The goals and objectives will become the basis for the purpose and need – the basis for environmental documentation.

Go over the goals – need people to verbalize their concerns.

Goal 1 – to create a safe corridor – one change brought up by project steering committee was to clarify – meet current design standards for all modes (including pedestrians and bicyclists).

What are DOT's concerns?

Chris says we'll work up to it.

Are we fixing the existing road or creating a new one?

We do not know yet.

Reduce the number of accidents and make it safer.

We will add this to the objectives list as we progress.

Goal 2 – We want to balance accessibility and mobility, improve efficiency of local and tier traffic. Increase pedestrian and bike accessibility or mobility. Also emergency response should be reasonable.

Goal 3 – To develop a project that is compatible for both human and natural development

Minimize impact to natural environment as well as social and economic impacts. Actively involve the public. Be consistent with future land use plans, e.g.: commercial loading dock facility.

Goal 4 – Needs to be feasible, then financial feasibility, community acceptance were added.

Do we already have an idea of what we're going to do?

We know of some problems and based on the number there are a range of possibilities.

Project should anticipate future traffic growth and be designed to accommodate it. Should future traffic be under Goal 1 (Create a safe corridor)?

Safety addresses the control of the traffic flow. We will address the traffic in the next 20 years.

Will fast ferry change the traffic conditions?

There is a lot of traffic to and from the Greens Creek Mine Ferry; makes it hard to get out from side streets.

Is this area residential? Is it coastal development?

Add to goal 3 (Develop a project that is compatible with the human and natural environment) – not just about function – we want to keep it residential-ish and mesh with the businesses. What ever is done it needs to look and feel nice. It needs to fit in to the Auke Bay area.

History of Auke Bay – once saw a plan from 1982 that showed all commercial development along the highway and no residences. It was a DOT plan that was not favorable. Make sure this is NOT going to happen.

Wants to see public access to the water.

Says DOT has not been truthful in the past. Skeptical.

Auke Bay is a beautiful and special area. We should consider developing a park in the area as part of this project.

Can we handle future volume of traffic with existing facility?

We don't know yet.

Would like to put the school into the graph somewhere.

Keep things aesthetically pleasing. Make it a special category.

Will DOT take property if needed?

Yes.

Add access to Auke Bay School and UAS as separate sections.

There are dangerous spots in the corridor. The corner by NOAA has killed many people, as has the corner by the flower nursery.

Randy spoke about the Y section as hazardous. The traffic records do not indicate the actual hazards one perceives as when one drives the road.

Tourism hasn't been brought up – bike tours operate on Fritz Cove Road, UAS area, and Back Loop. Need to add to objectives.

There is a new mini-park located across the road from the Thai restaurant. Project should include access to mini-park.

What is the plan for UAS and how will that affect this project?

Yes, we will coordinate with the university's plan.

CBJ Areawide Transportation Plan (AWTP) ideas should be considered in this project.

Yes, we will consider ideas from AWTP as well as other plans.

There are several planned developments that will be accessed through the project area (NMFS facility at Lena, fish processing plant by ferry terminal). Need to account for traffic from these future developments.

Parking of trailers is tearing up the shoulder of road and is a safety concern. They block site distance when pulling out of Caroline Street.

Add to Goal 1 – projections of future traffic.

Add to Goal 2 – improve access to school and UAS.

Add to Goal 4 – area enhancement, make sure it fits in and looks good.

Add a new goal? – tourism issues need to be addressed.

Add trailer-parking issues.

Is UAS going to add parking?

Who owns the property in the area?

Will roundabouts be considered?

Yes.

Next CAC meeting will be held in January.